

50X1-HUM

CONFIDENTIALELECTRIFICATION OF RAIL LINES AROUND MOSCOW -- Moscow, Vechernyaya Moskva, 26 Jan 54

Electric trains now ply between Moscow and the following suburban stations: Zagorsk, Kryukovo, Zvenigorod, Aprelevka, Domodedovo, Serpukhov, and Ramen'skoye.

The work is progressing steadily on the electrification of the Domodedovo-Kashira section of the Moscow-Kursk-Donbass System. The catenary system has already been completed on the Barybino-Mikhnevo run and, is now being constructed on the Mikhnevo-Zhilevo section.

The regions along the Saveloskaya line of the Northern Railroad System became especially popular to the inhabitants of Moscow since the opening of the Canal imeni Moskva. In 1954, 45 kilometers of track from Moscow to Iksha will be electrified. On this section, 1,442 foundations will be laid, 3,920 cubic meters of monolithic foundations will be poured, 1,900 metal supports for the catenary system will be erected, 5 island passenger platforms and 27 platforms to the side of the tracks with a general area of 28,600 square meters will be constructed, 7.5 kilometers of new track will be laid, and many switches installed. At Lobnya Station, an electric traction power substation and living accommodations for the maintenance crew will be constructed.

Work has already started on this line. On the run from Beskudnikovo to Mark, the construction workers of the "Moselektrotyagstroy" [Moscow Electric Traction Construction Administration?] are now setting up the block foundations.

Another section which must be electrified in 1954 is the 22-kilometer stretch from Guchkovo to Novoiyerasalimskaya, on the Kalinin System.

Besides the passenger lines, the freight traffic of the Moscow rail center is being electrified, including the Moscow-Serpukhov line and the third track of the Moscow-Kursk-Donbass Railroad System in the direction of Valuyki.

CONSTRUCTION OF CHARDZHOU-KUNGRAD LINE -- Tashkent, Pravda Vostoka, 15 Jan 54

The planned construction and installation work for 1953 on the rail line from Chardzhou to Kungrad was completed 101.2 percent. The 1953 plan for the construction of living space was ~~consistently~~ exceeded -- instead of the planned 5,500 square meters, 6,500 square meters were completed.

In the second half of 1953, five dormitories were completed and a sixth one is being equipped for younger workers at the Urgench Station.

Regular passenger service was begun on the Chardzhou-Urgench section and on the Urgench-Khodzheyli-Nukus section, freight and passenger trains are operating.

In 1953 the work on the section from Urgench to Khodzheyli was expedited in order to have this section in full operation in 1954. The earth-work between Khodzheyli and Kungrad and the laying of rails between Khodzheyli Station and Shumanay Station were completed.

The construction and installation work on the section must also be speeded up so that the section may go into operation by the end of 1954. At the same time, the earthwork and the laying of rails between Shumanay and Kungrad must be carried on at full speed.

In 1954, 7,200 square meters of dwelling space must be constructed and made available along the line. Also, a palace of culture for railroad workers is to be constructed in Urgench.

- 2 -

CONFIDENTIAL

50X1-HUM

CONFIDENTIAL

CENTRALIZED DISPATCHING INSTALLED ON SECTION OF TASHKENT SYSTEM -- Moscow, Pravda,
23 Mar 54

A new type of centralized dispatching was constructed and put into operation on one of the most important sections of the Tashkent System.

As a result, the whole process of the dispatching service on the section is automatic. One dispatcher in a centralized post controls the traffic of trains on the 150-kilometer section. A special system of lighting permits the dispatcher to keep the train movements in the section under constant observation, and to control automatically the complicated switching and lighting arrangement of the track. The so-called train graph recorder automatically plots the traffic diagram of all consists. The introduction of centralized dispatching made possible a 30-percent increase in the capacity of the section and a more rational organization of train traffic.

Installation of centralized dispatching systems on other sections of the Tashkent Railroad System is presently underway.

- E N D -

50X1-HUM

- 3 -

CONFIDENTIAL